

SPRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

MONEY REWARDS FOR CATCHING CRIMINALS.

From the N. Y. Times. Reference has already been made in these columns to the impolicy of permitting public officers to participate in the rewards offered for the arrest of criminals. Whether it is conducive to the highest morality that even private citizens should become accustomed to expect pay for doing what, after all, every citizen's duty, is at least doubtful. But there can be no doubt whatever of the impropriety of the practice in the case of officers of justice. They are employed and paid for the express purpose of apprehending evil-doers, and to offer them gratuities for doing their paid work is simply to debauch their honesty and ruin their efficiency.

How utterly demoralizing and destructive of the very end at which it aims is the whole system of rewards, the Nathan case admirably exemplifies. Here the rewards offered for the arrest of the murderer amounted in the aggregate to \$50,000, and, as a consequence, the interests of justice were totally subordinated to the cravings of avarice. More than once, it is said, the suspected assassin was allowed to slip out of the very grasp of the law, because his captors were fearful that the great reward would not be satisfied with a fair proportion of the spoils. And even now, when suspicion has almost matured to certainty of the criminal's identity, when his name and description are matter of public notoriety, he is still preserved from arrest by the sordid jealousy of rival detectives. We reprinted the other day, from a Buffalo paper, an article in which plain expression was given to the conviction that Superintendent Kelo's offer of \$2500 for the arrest of Forrester was dictated by a desire to monopolize the remainder of the original reward himself. Of course, with this state of feeling among the persons most interested in catching Forrester, there is little likelihood that he will ever be caught at all. And we have thus presented the curious anomaly that the more heinous the crime, and the greater the reward offered for the apprehension of the criminal, the safer he is from detection or punishment. It is, perhaps, not too much to say that if all rewards for the Nathan murderer were withdrawn to-day, there would be a better chance of the arrest of Forrester than at any time since he was first suspected of the murder.

The plan of bribing our police officers to do their duty is radically wrong. It accustoms them to look for a law-breaker, not because he has broken the law which they are sworn and paid to protect, but because his arrest will put so many dollars in their pockets. What is worse, it substitutes for the sense of duty and professional ambition which would furnish the surest guarantee of energy and fidelity in the force, the most paltry and deteriorating of incentives to exertion. What would an army be worth in which honor was fostered by avarice, and valor stimulated by pecuniary rewards? Our policemen are in some sense soldiers, and susceptible to many of the influences that affect a military career. If we educate them to a high standard of duty, if we encourage them to look for the rewards of courage and skill in the public approbation of their superiors and the community, in promotion and in decorations of honor rather than in dollars and cents, we shall do more toward the suppression of crime than by making a rich man of every successful thief-taker.

CHRISTIAN JUSTICE.

From the N. Y. Tribune. Our Saxon progenitors, heathens as they were, had a habit not only of putting their enemies to death, but of amusing themselves by incising them in a pit filled with vipers and venomous reptiles. The enemies, being heathens also, very seldom testified that this torturing system reduced to salutary repentance, or caused them to take a loftier or more healthful view of life at their exit through its final gateway. They saw only an unjust, inexorable fate behind their crimes, their defeats, their jeering enemies, or the very snakes that stung them. Naturally they believed that a better chance waited for them beyond. "I smile with pleasure," cried the pirate Lodbrog, facing the Saxons from his torturing pit, "because I know that a seat is kept for me in the halls of Odin, where at last I shall drink beer from the skulls of my enemies. I have struck with my sword in one-and-fifty combats; there is no king on earth more famous than I. Yet now I am dying; a viper opens my breast and sucks my blood. Man is a slave to destiny; he obeys the decree of the spirits that rule at his birth." But Lodbrog's famous death-song was sung more than a thousand years ago. Christianity has done its work in all that while upon us—his descendants. There is, it is true, a certain sublimity in the story of mistaken life, and the despair and courage with which he looked back into it and forward into the horrors of death; but the whole tragedy fades like a fable back into the obscurity of past ages. Nowadays, when practical, healthful common sense and Christ's love, through His people, have taken the world in charge, there is no such thing among us as tortured prisoners, or licensed deadly serpents to coil around helpless men and fill their veins with poison while society looks smiling on.

One of our exchanges brought to us a story yesterday so common and hackneyed that we had to push ourselves away from it, as it were, to catch its real meaning. A Washington reporter goes to see Grady, the murderer of Mrs. Faulkner, a day or two before his execution. He finds "a young man, slender in frame; good looking; fact handsome, with large black eyes, lustrous and searching, piteously appealing, as though every new face were to be searched for some chance of escape. The only aperture to his cell which admits the light of day is faced by the scaffold. For days he has not been able to look out or draw a breath of fresh air without seeing the engine of his destruction. This morning the rope was tested by different men in his presence and that

the clammy sweat on his brow, his cries for mercy. He inquires "if Grady sees that woman yonder? how can he bear to look at a woman? doesn't he know that all women are his enemies? how will he face his victim in the other world?" At this the man turns on him desperately. "Look here," he says, "I want to get out on that scaffold before Friday. I told my father and sister so to-day. Every time I see them I feel that I want to die. "Nobody to blame but yourself, eh?" sums up the reporter. "Yes, one other," says the man deliberately. "Sometimes it was a friend, and again an enemy. Its name is whisky. I can meet Mrs. Faulkner without compunction. I can't say I did the deed, nor will I deny it. I did not know what I did. I was under the influence of liquor. "Oh, you want to die?" inquires the representative of the Christian press, which has the education of Christian people in charge, conscientiously wishing that they should be fully informed of the temper of their victim. "The sooner the better; I am tired of this," the young man replied.

The reporter left him, staring with his large black eyes at the gallows, thinking perhaps that a little while ago he was a boy, with all his chances before him; looking back into a life defeated by means which Christian people license and forward into the death which Christian people have awarded him. The heathen Lodbrog trusted in a vengeance hereafter. What wonder that the wretch Grady and his kind, if they have any blurred conception of Christ's infinite love, should hope for justice in some world where that love has other interpreters than here?

CHECK TO MONOPOLY.

From the N. Y. World. We have already called attention to the fact that the Governor of Illinois recently refused his assent to a bill subsidizing a corporation whose functions are entirely beyond the limits of the State, and we now record the coincident action of the Legislature of New Jersey in putting an end to all schemes of surrendering—the word used is "leasing"—her internal improvements to the great Pennsylvania monopoly. We rejoice sincerely at both, or, indeed, at any manifestation of State independence in this direction, just as we did when Governor Geary had the inconceivable audacity, the other day, to ask his Legislature to look to the safety of the sinking fund, and see that it was no further manipulated. It was too late to stay the mischief, but still it was a protest. New Jersey is to be especially congratulated on her escape. Bad as it is, better a thousand fold the Federal Air-Line than chaining a community, now free from debt, and improvements of untraced financial character, to the chariot wheels of an alien corporation, and that too at a time when the very life of its worn-out and attenuated credit is just coming off, and the mass is slowly but surely sinking to the earth. For all that we have had occasion to say on this subject the reward has been, naturally enough, the insane rivalry of a local press to which we are sublimely indifferent; but at the same time an expression of confidence on the part of considerate and sagacious men in the same region, capitalists too, in the forecast we have ventured on that is very gratifying. When we intimated that the Vice-President of the Pennsylvania Company had quite as much as he could do in managing his three hundred miles of road with its branches, and the express companies and the Legislature and the dependent but sometimes legislative municipalities, without wading up the insolvent estate of Mr. Oakes Ames and his associates, great was the wrath of Philadelphia typography. "The doom of New York is sealed," says one silly paper. "The World reeks with falsehood, and is redolent with malice," cries another. The insinuation of one sees Nineveh typifying New York—the bad building his nest under Washington's discommodated stone in Union Square, and the other bird of wisdom, perched on all that is left of Mr. Lincoln; and yet within a hundred miles of this malarious Mostel, on its branch of the Euphrates, Philadelphia, a joyous capital with one line of steamers and scores of canal-boats. The other sees in us the base assassin of Philadelphia's prosperity. Now the truth is, as we have all along averred, and as sensible men in that excitable community begin to see, it is in the interest of Philadelphia we write—our New York interests being only indirectly and remotely involved. Had the Pennsylvania company got control of New Jersey, in what way would Philadelphia have been injured or New York hurt? Way station as by the course of nature the former is now, it would, in slang phrase, literally have been "nowhere" had Jersey City and not West Philadelphia been the terminal point. But in more material relations than such as regulate stations and switches is the question of interest material to our Philadelphia neighbors. Where would ruin fall most heavily in case of a collapse—on us or on them? On the relatively few New York capitalists who, on their own account or as agents for foreign constituents, hold a portion of some of the multitudinous strata of bonds on which the great scheme rests, or on the city of Philadelphia, an already debt-burdened municipality, its banks and savings funds, and insurance companies, and trustees, and widows and orphans? We could manage to survive much as we might deplore it. Not they whom, angered at what in no unkindness we say, we put on their guard. We are safe, thanks to Governor Hoffman's presence, who long ago, at some risk to his popularity, saw the danger of the intrusion of this corporation within our limits, and warned it away. We believe, as we have said, that Governor Geary's instincts prompt him to revolt; but what can he, poor man, effect with a Republican Legislature owned by this company and the press throughout the Commonwealth subsidized? If our vaticinations are unreasonable and unfounded, they do no harm in this camp. It was only inside of Troy and Jerusalem that Cassandra and Selome had so uncomfortable a time, and we know what happened to those incredulous inland cities. But the forecast of the future rests on axioms of political and economical science that never misled. No instance can be cited of a corporation being anything but an ultimate failure which acts under different charters and is amenable to different responsibility. Witness that monument of discordant ruin, the Atlantic and Great Western, with its three charters and its Buffalo extension. The distant purchases and leases for a 999 years lease is an unpaid-for purchase.

Pennsylvania company put it in the No company ever was successful except with singularities of "surrender" cannot be

and her railroad men, aside from the *quid pro quo* stipulation, may doubt the legal power to give such guarantees, for surely there is some unless expressly conferred; or they may have taken warning from the fate of all the other leased roads, which, if not actual ruins, as in the western division of the Pennsylvania Canal, while away in the fall embrace, "Poverty," as says the satirist, "seems as if were disposed, before it takes possession of a man entirely, to attack his extremities first." Here the rot is showing itself in the branches. Besides, what is a guarantee worth when by a little dexterous stock manipulation (as in the case of the Pennsylvania sinking fund) and poor Miss Briggs, who lends all her money to Colonel Crawley and is grateful! It is, after a time, modified or relinquished? New Jersey is very well out of the scrape.

FORNEY IN THE CUSTOMS.

From the Harrisburg Patriot. To silence the grumblings of the Press about Sumner's removal, San Domingo annexation and other blunders in the administration policy, Grant has nominated John W. Forney for Collector of Customs at Philadelphia, and Forney, as was anticipated, has promptly accepted. He, in fact, lost no time in giving notice of his entire willingness to serve his country, for fear of a change in the Presidential humor. Who so many are clamoring for an office delay are dangerous, and it will not do to too coy about snatching the prize. Forney is too sturdy a place-hunter to let such a gift as the control of the Philadelphia Customs slip through his fingers. If he has sometimes aspired to higher things, he has often shown his willingness to accept much humbler positions. Grant committed a political blunder in insulating Sumner, but he is doing what he can to retrieve his position by purchasing Sumner's toadies. He knew Forney's price, and has paid it without much higgling. But poor a situation as the Philadelphia Custom House is to a man of Forney's ambition, it is yet more than his political influence is worth. His power as a politician has long since reached zero in Pennsylvania. He is in the confidence of neither the Curtin nor Cameron faction, and has few followers anywhere. For a long time the enemy of Cameron, and the vindictive assailant of his personal character, Forney suddenly became his servile adherent, and now flatters the man whom he was accustomed to revile. The enemies of Cameron in the Curtin faction were indignant at Forney's conduct, and learned to despise him as thoroughly as the Cameron faction distrust him.

Forney's design of playing the Douglas game of 1858 over again with Sumner for a hero was manifest enough. If he decided himself by an apparent analogy in the two cases, he made a very common mistake of politicians. His growls about Sumner's removal were not so fierce as to cause Grant to close the door of reconciliation. He roared at him as gently as Snug, the joiner. Grant took the hint, and graciously came forward, after consulting Drexel and Borie, and clapped Forney in the Custom House to shut his mouth. Grant has enough experience in the world and in human nature to know that the hungry fellow is the true revolutionist. A politician with his belly full of meat seldom is known to strike.

Mr. Buchanan might have appeased Forney in the same way in 1858, but his ambition then caused him to aspire to a first-class mission or a place in the Cabinet. There was a negotiation about a printing job in Washington, but that was permitted to fall through, and Forney revolted. By dexterously making use of the potent name of Douglas, and availing himself of an all-prevailing popular sentiment against slavery extension, he managed to impress the Republicans with an idea of his importance, and as a reward obtained what they had to bestow—the clerkship of the House of Representatives.

With all his lofty aspirations for political honors, Forney has shown a commendable readiness to take whatever he can get when the pinch comes. At one time the rival of Cameron for a seat in the Senate of the United States, he subsided to the clerkship of the House. At another time a candidate for the highest positions in the gift of President Lincoln, he contented himself with the office of Secretary of the Senate, which he did not give up until his violent abuse of distinguished Senators rendered it no longer tenable. But a little while ago a hopeful aspirant for the position of Postmaster-General of the United States, he comes down to the collectorship of the customs in Philadelphia, which Grant superciliously flings to him. Such an office in New York, or Boston, or New Orleans means something. But he is collector in a large city with no little commerce. The sails that he may count in the harbor are for the most part coasting vessels which bring no receipts. Philadelphia is a big town, but the collecting of its customs is not a big office. It will do well enough for Forney. But if he and any of the missing politicians of Philadelphia imagine that they can exercise any power to control or check the mighty popular revolution that is approaching, the near future will show how ridiculous is their estimate of their own influence. Forney may betray Sumner to Grant and Cameron, but the political fates will not be appeased by any offerings which they may bring to the altar. It is all the same whether Forney goes to the custom house or to—San Domingo.

CHICKENS COMING HOME TO ROOST.

From the Harrisburg Patriot. The sins which nations or individuals commit merely because they possess the wanton power are sure, sooner or later, to meet with the stroke of retributive justice. It has been the boast of the Republican party for the past ten years to allow no differences of opinion with the central power of the Government. Freedom of speech was denied. Liberty of the press was snatched. He who attempted the exercise of either of these holy franchises—who dared to speak as he was convinced was right, or print what he believed to be true—was hunted down like a public enemy, pursued by the armed minions of the Government even unto death. When Lincoln told a vulgar joke, the nation was forced to laugh to escape a charge of treason. When Stanton perpetrated atrocity, freemen were made to bow their heads in sign of acquiescence, or accept incarceration behind the gloomy walls of a military prison. The Republican party expounded and preached this doctrine as the only gauge of loyalty. What has been the result of it? We answer, the building up of as ruthless and intolerant a military despotism as ever outraged the life of a republic. The republics of the past have all been destroyed by just the course of action pursued by the

to all intents and purposes a military despotism, in which the warlike spirit of an educated soldier combats the genius of our civil institutions and denies to representatives in coordinate branches thereof the right of the freedom of speech. The Senate of the United States, when it made Ulysses S. Grant General, conferred on him a power transcending that of the President of the United States; and now this same man Grant, arrogantly assuming that he embodies as an individual the genuine authority of the Government, lords it over the Senate and drags that over-dignified body into the dirt. All this is the result of Republican inculcation, and who now is to counteract its evil? The civil power of the Government no longer means anything. He collects its revenues by the power of the bayonet and enforces its laws by the power of military decrees. Grant relies more on the army and the navy than he does on the judiciary for carrying out the policy of his administration. He is encouraged in this faith by acts of Congress which give him power to hurl armed hosts of riflemen on any section of the country to do whatever he deems proper. The Emperor of Russia has no greater power than this, and the Queen of England not so much. With us it is a logical result of Republican teaching during the late war, and now it is forced on us again as pure Republican doctrine. There must be no differences with the central power of the Government. The people must have no opinions at variance with the wishes or the speculations of their rulers. Lincoln and Cameron, and Stanton and Butler taught this execrable doctrine during the war. Grant and Cameron and the Dent family, backed by a servile majority of Republican Senators, now carry it into practice. The chickens have come home to roost. The representatives of the people dare not differ with the Executive. The law-making power of the Government must obey the will of the Executive to the disregard of the wishes of the people. Such is the situation. There is no escape from it but in revolution, or in the orderly triumph of the Democratic party at the ballot-box.

LOOKING GLASSES, ETC.

JAMES S. EARLE & SONS.

No. 816 CHESTNUT STREET, Have reduced the prices of ALL THEIR Chromos 25 Per Cent. This includes ALL CHROMOS PUBLISHED, AMERICAN AND OTHERS. FRAMES of every character equally as cheap.

EDUCATIONAL.

HARVARD UNIVERSITY

CAMBRIDGE, MASS.

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussay Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archaeology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 9, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 25. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and a recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty began in the week February 12-15. These lectures are intended for graduation of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address J. W. HARRIS, Secretary.

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.

Four Miles from Philadelphia.

The session commenced MONDAY, April 10, 1871.

For circulars apply to Rev. T. W. CATTELL.

THE REV. DR. WELLS'

BOARDING SCHOOL FOR LITTLE BOYS

From Six to Fourteen years of age. Address the Rev. DR. WELLS, 228 1/2th St. Andalusia, Pa.

AUGUSTUS KIRKELIN, TEACHER OF PIANO, and other instruments, etc. Orders by mail from suburban residences punctually attended to. Residence, No. 110 S. ELEVENTH Street, below Chestnut. \$10 1/2

GROceries, ETC.

LONDON BROWN STOUT AND SCOTCH ALE,

In glass and stone, by the cask or dozen.

ALBERT C. ROBERTS, Dealer in Fine Groceries, Corner ELEVENTH and VINE Sts.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES A. HUBER.

No. 11 North SECOND Street, Sign of the Golden Lamb, Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DRESSING, CLOTHS and COATINGS. \$25 1/2

STAIR ROSE, STEP PLATES,

SHIPPING.

NATIONAL STEAMSHIP COMPANY.

STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL.

The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, famous for the degree of safety, comfort, and speed attained.

CABIN RATES, CURRENTLY, \$75 and \$60. First class TICKETS, good for twelve months, \$120. Early application must be made in order to secure a choice of state-rooms.

STEERAGE RATES, CURRENTLY, Outward, 25s. Freight, 10s. Tickets to and from London and Glasgow at the same low rates.

Persons visiting the old country, or sending for their friends should remember that these steamer rates are 25s cheaper than several other lines.

Bank drafts issued for any amount, at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe.

Apply to WALLER & CO., Agents, No. 304 WALNUT St., just above Second.

FOR LIVERPOOL AND QUEENSTOWN.

The Inman Line of Royal Mail Steamships, as appointed to sail as follows:—

CITY OF BRUSSELS, Saturday, March 18, at 2 P. M. City of Liverpool, via Halifax, Tuesday, March 21 at 1 P. M.

CITY OF LONDON, Saturday, March 25, at 8 A. M. City of Washington, Saturday, April 1, at 3 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 46, North River.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday, Payable in gold. Freight in currency, \$30

First Cabin, \$100. To London, \$130 To Halifax, \$80. To Liverpool, \$15

Passengers are forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y. Or to O'DONNELL & FAULK, Agents, No. 409 CHESTNUT Street, Philadelphia.

CLYDE'S STEAM LINES.

Office, No. 12 South WHARVES.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT AIR-LINE TO THE SOUTH AND WEST.

Steamers leave every WEDNESDAY and SATURDAY at noon, from FIRST WHARF above MARKET Street.

No bills of lading signed after 12 o'clock on sailing day.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air-Line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia, Georgia, Alabama, and Richmond and Danville Railroads.

Freights HANDED BUT ONCE and taken at LOW RATES. Bills of lading, drafts, or any expense of transfer. Steamships insure at lowest rates.

FREIGHTS RECEIVED DAILY.

State-room accommodations for passengers. W. M. P. O'NEILL, Agent, Richmond and City Point. T. P. O'NEILL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

THURSDAY LINE FOR CHARLESTON.

The first-class steamer FALL RIVER, Captain Hinckley, will sail on Thursday, March 30, at 12 o'clock, noon, from Pier 8, North Wharves, above Arch Street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, Georgia, Alabama, and the West via Virginia, Georgia, Alabama, and Richmond and Danville Railroads.

Freights HANDED BUT ONCE and taken at LOW RATES. Bills of lading, drafts, or any expense of transfer. Steamships insure at lowest rates.

For further information apply at the company's office.

WM. A. COURTNEY, Agent in Charleston.

FOR NEW YORK DAILY—VIA DELAWARE AND CHESAPEAKE CANAL EXPRESS STEAMBOAT COMPANY.

THE CHEAPEST AND QUICKEST water communication between Philadelphia and New York.

Steamers leave DAILY from Pier 8, below MARKET Street, Philadelphia, and foot of WALL St. N. Y. City.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines running out of New York North, East, and West, free of commission. Freight received daily and forwarded on accommodating terms.

JAMES HAND, Agent, No. 119 WALL Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, ANDRAPS, GEORGETOWN and WASHINGTON.

Barges loaded between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

CAPTAIN JOHN LAUGHLIN, Superintendent, OFFICE, No. 12 South WHARVES, PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS

For all the above lines.

No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS.

AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC OCEANIC STEAMSHIP COMPANY.

FOUR STEAMERS A WEEK, TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Rickerson, from Pier No. 5 North River.

WM. R. GARRISON, Agent, No. 5 Bowling Green.

MONTGOMERY, Captain Patullo, from Pier No. 13 North River.

R. LOWDEN, Agent, No. 49 West Street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, PERRIS & CO., Agents, Nos. 61 and 62 South Street.

GENERAL BARNES, Captain Malloy, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents, No. 33 Liberty Street.

Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

Through rates and bills of lading in connection with Central Railroad of Georgia to all points.

AGENTS: GEORGE YONGE, Agent A. R. R., No. 225 Broadway.

Agent C. R. R., No. 409 Broadway.

THE ANCHOR LINE STEAMERS

Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark, and America as rapidly, specifically, comfortably, and cheaply as any other route of line.

"EXPRESS" STEAMERS: "ATLANTIC" STEAMERS: IOWA, TYRAN, BRITANNIA, TYRAN, TYRAN, TYRAN, TYRAN.

From Pier 30 North River, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, \$25 and \$17, according to location. Cabin connection tickets (good for twelve months), securing best accommodations, \$130.

Intermediate, \$33; steerage, \$25. Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation. Apply at the company's office to HENDERSON BROTHERS, No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE AND CHESAPEAKE CANAL.

SWIFT SURE TRANSPORTATION COMPANY.

DISPATCH AND SWIFTESTURE LINES, Leaving daily at 12 M. and 5 P. M. Propellers of this company will come

free of commission through terms.

JO. AUGUSTA, Cuba Avenue.

SHIPPING.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

ARE AUTHORIZED TO ISSUE THROUGH BILLS OF LADING TO SEVERAL PORTS SOUTH AND WEST IN CONNECTION WITH SOUTH CAROLINA RAILROAD COMPANY.

ALFRED L. TYLER, Vice-President So. C. R. R. Co.

PHILADELPHIA AND SOUTHERN REGULAR STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA.

THE JUNIATA will sail for New Orleans, via Havana, on Tuesday, April 4, at 9 A. M.

THE YAZOO will sail from New Orleans, via Havana, on Friday, March 31, at 5 P. M.

THROUGH BILLS OF LADING at low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVAUGA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA. THE WYOMING will sail for Savannah on Saturday, April 1, at 8 A. M.

</